of 70,000 miles of railway within ten years, at an estimated cost of $600,000,000, one fifth of which was to be borrowed in silver, and the balance in railway material. Dr. Sun drew lines across the map, regardless of mountains, rivers and deserts, and proposed the construction of three long trunk lines, one from Canton, through Kwangsi, Kweichow, Yunnan and Szechwan, to Tibet; another from Kiangsu, through Anhwei, Honan, Shensi and Sinkiang to Hi, near the border of Russian Turkestan ; and a third from Chinwangtao, through Manchuria, and Outer Mongolia to Kokonor. A great part of these routes would have been through sparsely populated, desert or mountain territory, which it would have taken many decades to develop—if it could ever have been developed—to the extent of making the railways a paying proposition.

His arguments in support of the project were characteristic. Addressing the Peking Railway Union he asserted that if ten men could in one year build one *li* (one-third of a mile) of railway, 2,000,000 men could construct 200,000 *li* in the same period. Could they not in a country of over 400,000,000 people find 2,000,000 men able to build railways ?

The project was greeted with derision in responsible quarters. It was, for example, pointed out that the cost of railway construction in China was nearer $100,000 than $10,000 per

mile, and that the completion of Dr. Sun's programme, therefore, would require a sum nearer $6,000,000,000 than $600,000,000; that labour for railway construction in China had first to be trained; and that (as the Szechwan revolt had shown) there was